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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The following are details on some of the vessels which anchor at the naval base in Constanta:

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- a. The destroyer [] which is the sister ship of the [] is identical to her in all ways except that the [] has been fitted with radar. Each of the destroyers has four torpedo tubes (two on the fore and two on the after deck) and two depth charge launchers on her after deck. They also have twin antiaircraft machine guns on their respective bridges.
- b. The three-funnel destroyers [] and [] are identical, except that the [] has been fitted with radar. Each has four torpedo tubes, two on the fore deck and two on the after deck.
- c. The minelayers and sweepers are very similar, but none are fitted with radar. One of these [] is the former ADMIRAL MURGESCU.
- d. The torpedo boats are the [] MS type, each having a crew of five plus a commander. The coast guard boats, which anchor at Constanta, are in fact the Soviet-type SHA-4 torpedo boats, from which the torpedo tubes have been removed.
- e. The tugs [] are of the Soviet type 19-CFH. The [] which is new, has very high bows and can also be used as an ice-breaker. It has been fitted with radar.
- f. The naval tankers are converted barges and are towed in a similar manner as normal barges. They are generally anchored in different parts of the port.

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- g. The divers squad executes current repairs but more serious repairs are carried out by the port's civilian divers. The members of this squad have no connection with frog-men and nothing is known of the existence of such a unit in the Rumanian Navy.
- h. The 1,683-ton training ship MIRCEA, which has a maximum speed of 6.5 knots, is powered by a 600 H.P. obsolescent [] engine and four 65 H.P. auxiliary engines. Two of the auxiliary engines are of a new [] type, which were fitted in 1951 and the other two are of a new Soviet type, which were fitted in 1956. The ship's original armament remains unaltered and she is fitted with a 140 mm. automatic gun on her fore deck and a 160 mm. automatic gun on her after deck. In 1951, radar was installed on the MIRCEA and she is equipped with Asdic (Sonda Acustica), which was installed in 1939 and still operates satisfactorily. The ship has two radio instruments; one, an old Siemens type which still works well and the other, a Soviet type UKV, which has an operative range of three miles. The ship's permanent crew is composed of 44 ratings, six regular warrant officers and seven officers; she is capable of housing approximately 140 trainees.
2. In addition to its torpedo and motor boats, the Sulina naval base includes an important supplies, ammunition and fuel depot. The base also has powerful radar and a very powerful broadcasting detection station.
3. The submarine chasers at the Mangalia base have high bows, are armed with guns and medium M.G.'s and six depth charges, mounted on their after deck. All these vessels are very fast, but are heavier than torpedo boats.
4. The gunboats at the Giurgiu naval base are very old, flat-bottomed vessels with low silhouettes. They all have a volume of approximately 2,000 tons and are heavily armed (approximately 20 barrels can be seen on each vessel).
5. All the mines in the vicinity of Constanta Harbor were cleared after World War II when the defense nets were also removed. However, despite the fact that the port is safe from mines, it can only be entered through the illuminated bouys. If the vessels are not entering the port, but are only maneuvering in the vicinity, the buoys may be ignored. The only danger is presented by a reef, which is located approximately one kilometer east of the lighthouse. Vessels are allowed to anchor either parallel or at right-angles to the naval berth, but they generally anchor parallel to it.
6. A radar mast, 35 meters high, which is similar to "Boxbrick", is located in the vicinity of the Naval Headquarters. The transmitting and receiving station of the Constanta Naval Base is located to the rear of the radar mast.
7. A structure, some 35 meters high with a round base constructed of red brick and red metal lattice work topped by a red brick box, is located on the road to Mangalia. Because the lights of the town tend to outshine the lighthouse and make navigation difficult at the entrance to the Constanta Port, the tower was constructed in order to provide additional light. However, because of its faulty construction, the new structure leaned to one side and had to be supported by cables. There was a great danger of it collapsing and it did not serve the purpose for which it was intended. It is not known when it has not been demolished, but a red light has been fitted on top to warn low flying aircraft of its presence. It is possible to climb up the tower by means of a vertical ladder.

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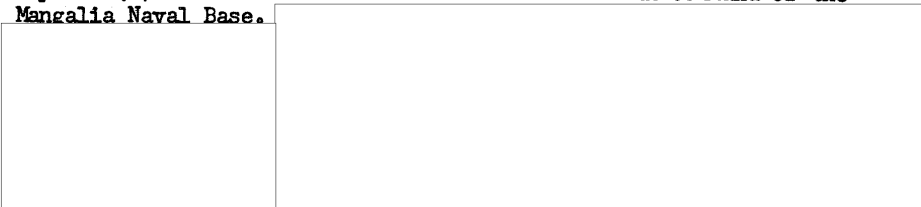
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8. Fortifications, which are camouflaged as abandoned kiosks, or kiosks under construction, are located along the Constanta coast, northwards from the military hospital. The structures are closed and apparently have underground entries.
9. During World War II, the Germans constructed tunnels beneath Constanta and their entrances face the sea in the section between Plaja Gruber (southwest of the port) and Plaja 3 Papuci (south of the military hospital). In recent years work has been resumed on these tunnels and their entrances have been closed up. Huge quantities of concrete have been poured into them from special concrete plants. One such plant was used when constructing a gymnasium directly over one of the tunnels. When this work had been completed, the concrete plant was transferred to the vicinity of the former Chestura Headquarters. Apparently, all the tunnels are, or will serve as, military stores.

10. Some of the Rumanian naval personalities are as follows:

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- a. Captain (I) Constantin Costachescu is the second-in-command of the Mangalia Naval Base.



- b. Captain (II) Constantin Costachescu has been the commander of the naval school since 1956

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- c. Captain (III) Vladimir Costiceanu has been the commander of the MIRCEA training ship since 1955

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- d. Rear Admiral Gheorghe Diaconu was the commander-in-chief of the Rumanian Navy until 1952

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- e. Captain (II) Ion Domokos has been the commander of the Naval Political Directorate since 1953.

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- f. Lieutenant Constantin Fara was the deck officer on the MIRCEA until the summer of 1957

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- g. Captain/Lieutenant Ioan Ghergheli has been second-in-command of the MIRCEA since 1953 when he completed naval school.

- h. Captain (II) Herea (fnu), is the chief of the Party Bureau at the Political Directorate of the Navy

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- i. Rear Admiral Constantin Mihai was the commander in chief from 1952 to 1958

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- j. Captain (I) Constantin Milu has been the commander of the Constanta Naval Base since 1956

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- k. Lieutenant Major Gheorghe Patrascu has been the signals officer of the MIRCEA since 1956

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- l. Lieutenant Major Valentin Stan has been the navigation officer of the MIRCEA since 1956 when he graduated from the naval school

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- m. Captain (I) Tacu (fnu) has been the commander of the naval shore forces since 1954.

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- n. Captain (II) Ioan Zehiu has been the commander of the destroyer D-2 since 1956.

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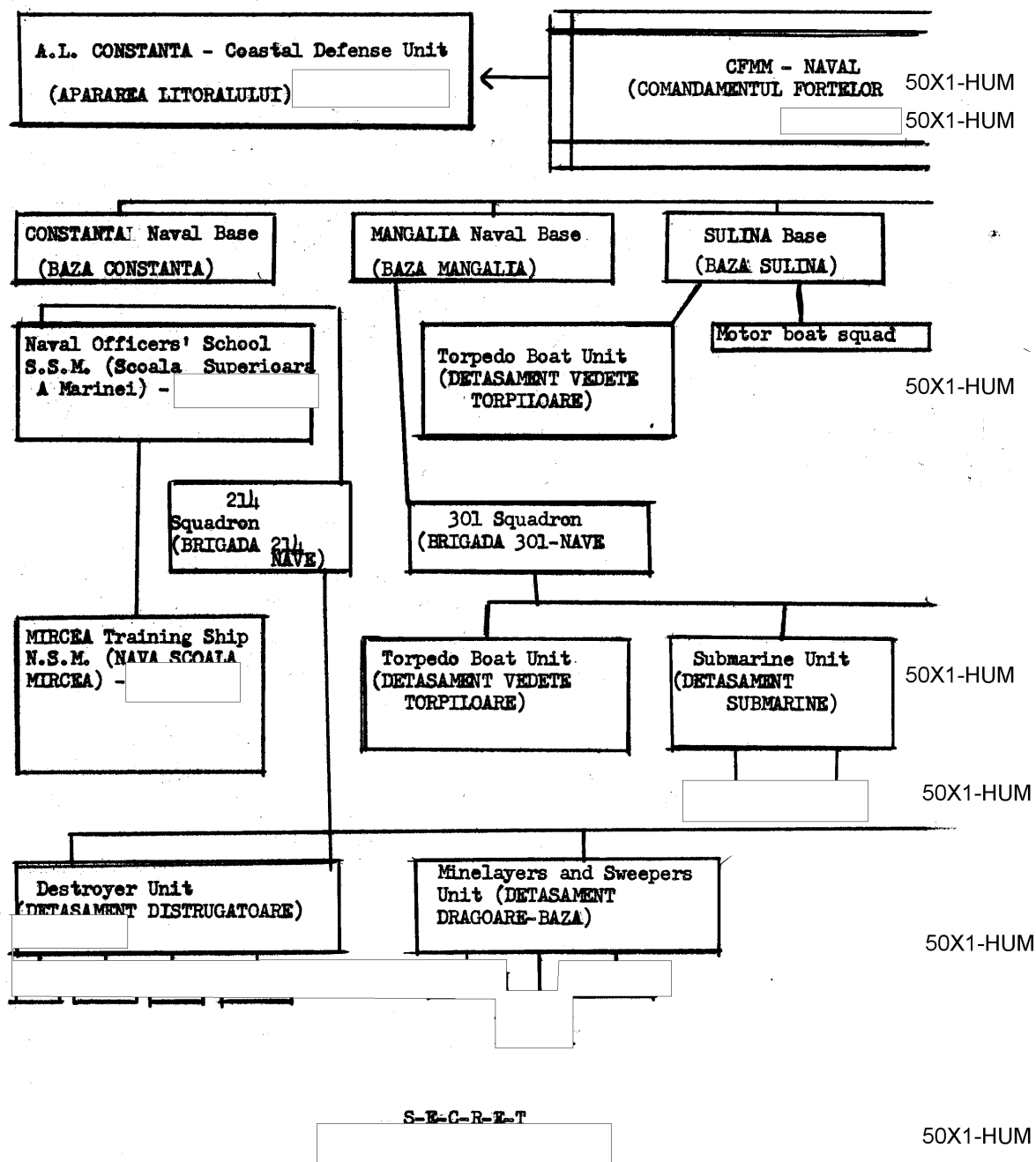
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11. In the summer of 1957, the Rumanian Navy was reorganized. The organizational structure is as follows:

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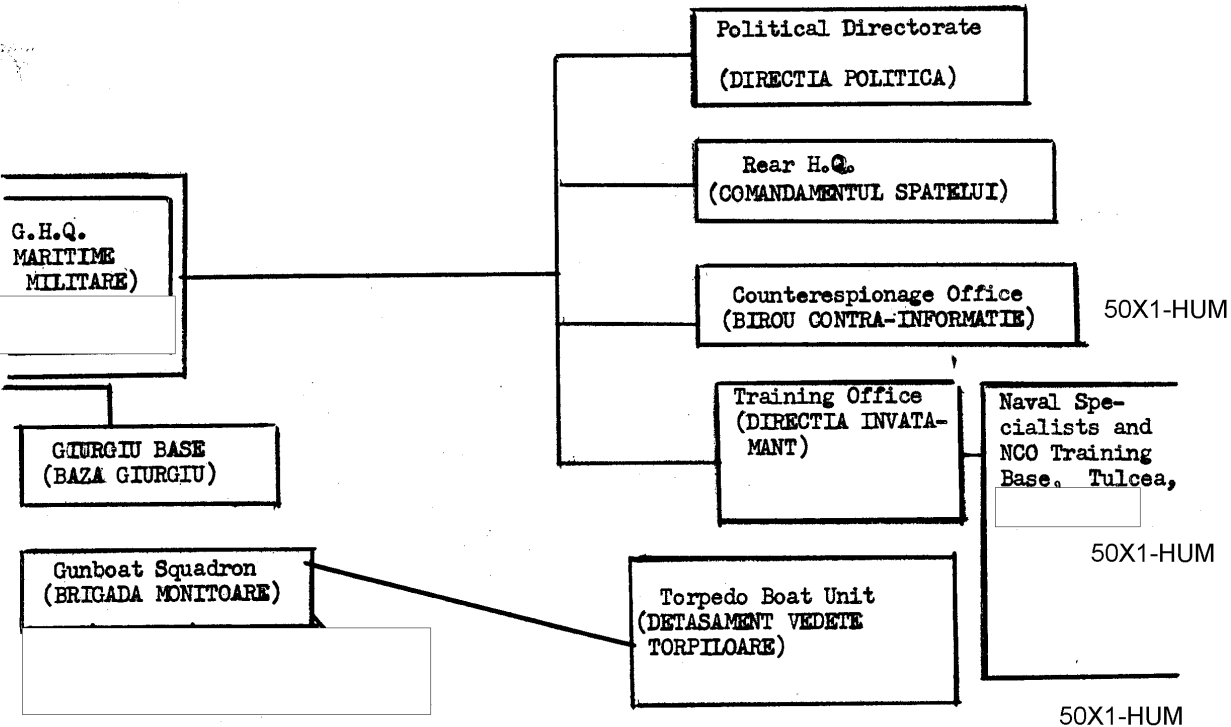
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Right side of chart



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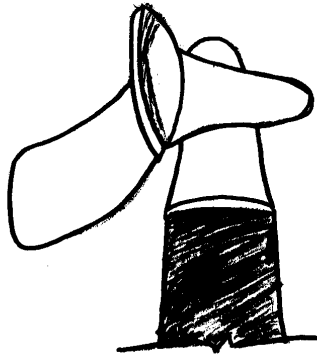
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12. The sketch shown below is the type of radar that has been installed on the vessels of the Rumanian Navy mentioned above.



13. Available in CIA Library is a large-size sketch of Constanta, with legend, showing the location of the various naval installations in the port area.



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The legend to Overlay to Town Plan of Constanta, 1:100,000 is as follows:

1. Fishery research institute.
2. Artillery unit stationed by camouflaged shore batteries.
3. A.A. Arty, Unit.
4. Militia and Securitate Headquarters.
5. Military hospital.
6. Former Chestura Building.
7. Concrete plant, from where the concrete was sent to the underground fortifications through tunnels.
8. Artillery unit stationed by uncamouflaged shore batteries.
9. Infantry and artillery barracks.
10. Naval signals unit barracks.
11. Gymnasium (Palatul Sportiv), through which there is an entrance to the underground fortifications.
12. Counterespionage office of the Naval Headquarters.
13. New berth for passenger boats which was completed in 1960. The entrance to the berth is some 60-70 m. wide.
14. Former Securitate Headquarters, now the provincial Militia offices.
15. Naval construction trust (TCH) offices and clerks' living quarters (former officers' club).
16. Concrete artillery emplacements.
17. Lighted buoy, marking the right-hand boundary of the port entrance. - "A-1".
18. Lighted buoy, marking the left-hand boundary of the port entrance - "B-1".
19. Military Port. Berth No. 1 (Dana 1) - Destroyer berth.
20. Military Port. Berth No. 2 Dana 2) - Destroyer berth.

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21. Military Port. Berth No. 3 (Dana 3) - Destroyer berth.
22. Military Port. Berth No. 4 (Dana 4) - Destroyer berth.
23. Military Port. Berth No. 5 (Dana 5) - Minesweeper berth.
24. Military Port. Berth No. 6 (Dana 6) - Minesweeper berth.
25. Permanent berth of the training ship MIRCEA.
26. Coastguard torpedo boats berth (Vedete Rapidamarina Granicereasca).
27. Auxiliary vessels berth of the Constanta Naval Base.
28. Constanta Naval Base divers berth.
29. Auxiliary vessels unit barracks.
30. Coastguard barracks (Casarma Granicerilor).
31. Naval Headquarters (Former Naval School).
32. Official residence of the naval Commander in Chief.
33. State theater.
34. Naval rear Headquarters.
35. New railroad station (the eastern railroad line has been dismantled and the old railroad station destroyed).
36. Brick and lattice-work tower, which had apparently been intended to serve as a lighthouse.
37. Area Headquarters of the coastal defense unit (Baza A.L. Constanta) and naval officers billets.
38. New naval school (est. 1951).
39. New infantry and artillery barracks.
40. Concrete fortifications, approximately 20 m. apart.
41. From this point to Agigea, shore batteries are located some hundreds of meters apart.

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